

557

CLASSIFICATION <u>SECRET</u>		25X1	
COUNTRY	East Germany		
TOPIC	Neuruppin Airfield		
REPORT NO.			
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	8 December 1953
REFERENCES			
PAGES	5	ENCLOSURES (NO. & TYPE)	
REMARKS			
25X1			

25X1

1. The following air activity and aircraft were observed at Neuruppin airfield between 9 October and 5 November 1953:

9 October. During the morning, there was formation flying by MiG-15s which took off individually and assembled in formations of fours over the field. The aircraft were fitted with auxiliary fuel tanks.

10 October. Only individual flights by Po-2s were observed.

11 October. There was no air activity.

13 October. Between 8:30 a.m. and 2 p.m., formation flying was practiced by MiG-15s. There were no clouds and the weather was hazy. Throughout the day, four alert MiG-15s were parked at the eastern end of the runway. An additional 32 MiG-15s or U-MiG-15s were counted in front of the hangars shortly after 5 p.m.

18 and 19 October. No air activity was observed. There was rainy weather.

20 October. After 10:15 a.m., MiG-15s were observed making local flights, apparently training flights.

21 October. Between 9:15 a.m. and 4 p.m., there was formation flying by aircraft which practiced assembling and breaking formations.

31 October to 2 November. No air activity was observed.

4 November. Between 10 a.m. and 12:30 p.m., individual flights were made. There was a closed ceiling.

5 November. Between 10:30 a.m. and 11 a.m., two swept-back jet fighters made local flights. The sky was overcast. 1

CLASSIFICATION SECRET

SECRET

25X1

25X1

25X1

2. [redacted] 35 rated flying officers arrived from the USSR on 31 October. Among the officers was a senior lieutenant who, when drunk, shouted that he wanted to go back to the USSR and was not willing to fly in Germany. 2

3. The following observations were made at the field between 14 October and 15 November:

14 and 15 October. Throughout the day, there was air activity by MiG-15s or U-MiG-15s which flew equal circles over the town area of Neuruppin.

17 October. Local flights were made by Po-2s. There was a closed ceiling.

18 October. Around noon, [redacted] 4 alert aircraft were parked at the eastern end of the runway and an additional 16 MiG-15s or U-MiG-15s and 2 Yak-11s at the field.

19 October. No air activity was observed. There was hazy and cloudless weather.

20 October. Between 9 a.m. and 4 p.m., swept-back jet fighters made local flights and low-level attacks. There were no clouds.

21 October. Between 10 a.m. and 4:30 p.m., aircraft were continuously observed aloft.

22 October. Local flying was practiced by Po-2s.

23 October. No air activity was observed. There was a closed ceiling at an altitude of 500 meters and haze.

24 October. There was a 5/10 overcast in the morning and about noon the visibility grew better. No flights were made. At 3 p.m., 23 MiG-15s or U-MiG-15s and 2 Po-2s were parked at the field.

26 October. No flights were made by swept-back jet fighters. There was a closed ceiling.

27 October. Between 9 a.m. and 11 a.m., Po-2s made local flights at low altitudes. There was a closed ceiling and drizzles after 11 a.m.

28 October. Between 10 a.m. and 4 p.m., swept-back jet fighters took off in elements of twos. Shortly after the take-off, the aircraft disappeared. Visibility was limited to about 2 km.

29 October. No flights were made as the weather was foggy.

30 October. At 1:45 p.m., a U-MiG-15 flew out of the layer of clouds. There was a closed ceiling at an altitude of 300 to 400 meters.

31 October to 2 November. No air activity was observed.

1 November. During the morning, 23 MiG-15s or U-MiG-15s were counted at the field.

3 and 4 November. Some individual flights were made by swept-back jet fighters. There was a low ceiling.

10 November. Between 9 a.m. and noon, local flights were made by Po-2s at an altitude of 200 meters. The sky was closed.

11 November. No air activity was observed. The weather was foggy and there was drizzling rain.

25X1

25X1

SECRET

- 3 -

25X1

13 November. Between 9 a.m. and 1 p.m., swept-back jet fighters mostly flew above the clouds. Between 5 p.m. and 9 p.m. flying was again practiced above the layer of clouds.

14 November. There was no air activity. The weather was rainy.

15 November. Twenty-four MiG-15s or U-MiG-15s were counted at the field. Two of the aircraft took off at 12:20 p.m. and headed east. 1

4. At 3 p.m. on 24 October, a group of about 35 soldiers, 19 or 20 years old, wearing black-bordered blue epaulets with propeller insignia but no grade chevrons, under the command of an officer and an NCO, marched from the Finnish steam bath at the Schlossgarten to the airfield. [redacted] the group of soldiers had recently arrived. 2

5. The following air activity and aircraft were observed at the field between 22 October and 16 November:

22 October. In the afternoon, aircraft [redacted] made flights in elements of twos. From 6:40 p.m. to 9 p.m., there was night flying activity, with searchlights being in operation.

23 to 26 October. There was no air activity although the weather was occasionally favorable. On 25 October, 24 MiG-15s or U-MiG-15s, 3 Yak-11s and 2 Po-2s were counted at the field.

28 October. When the early fog had dissipated there was a 6/10 overcast. Between 9:40 a.m. and 3:30 p.m., aircraft practiced flying in elements of twos and formations of threes at high altitudes. The aircraft also took off in formations. [redacted]. At 3:40 p.m., a total of 24 MiG-15s or U-MiG-15s, 3 Yak-11s, and 3 Po-2s were counted at the field.

29 October. Throughout the day, no air activity was observed. There was fog and occasionally light rain.

30 October. Between 10 a.m. and 3 p.m., MiG-15s or U-MiG-15s took off and flew in elements of twos and landed individually. There was a 6/10 to 8/10 overcast at an altitude of about 1,500 meters and a visibility range of 10 km.

31 October. Between 10:30 a.m. and 10:38 a.m., a MiG-15 or U-MiG-15 made a local flight over the field. A Po-2 landed at 3:20 p.m. No more air activity was observed at the field. At 2 p.m., 24 MiG-15s or U-MiG-15s, 3 Yak-11s and 3 Po-2s were parked at the field.

1 and 2 November. There was no air activity. Visibility was limited to 10 km.

3 November. Between 9:58 a.m. and 10:12 a.m., only one local flight was made by a swept-back jet aircraft. There was a closed ceiling and visibility of 4 to 6 km.

9 November. No air activity was observed. There was cloudless weather and light haze.

10 November. Between 11:24 a.m. and 12:30 p.m., 3 Po-2s individually circled once over the field. There was no additional air activity. The fog dissipated. Subsequently, there was a visibility range of 3 or 4 km.

SECRET

25X1

- 4 -

11 November. There was no air activity.

12 November. Some flights by elements of twos were made between 9:45 a.m. and 3:30 p.m. A formation of two aircraft took off at 1:07 p.m., immediately zoomed and disappeared in the clouds. At 1:31 p.m., the aircraft landed in a formation directly after piercing the clouds. When flying through the layer of clouds, the aircraft approached in a straight line for landing.

13 November. Between 9:45 a.m. and 3:10 p.m., individual flights in and above the clouds were made by MiG-15s or U-MiG-15s and Yak-11s.

14 November. Throughout the day, no flights were performed.

There was a closed ceiling and light rain.

15 November. At 10:40 a.m., two MiG-15s took off at an interval of about 500 meters and headed northwest.

16 November. No air activity was observed. The degree of cloudiness decreased and visibility was limited to 10 km. 1

6. At 9:30 a.m. on 26 October, a 37-mm AA gun emplaced near the Klappgraben (ditch) fired into the air. The point of burst was at an altitude of about 2,000 meters. Immediately after the detonation, another 37-mm AA gun emplaced in the area of the aircraft revetments in the northeastern section of the field fired and the shell exploded close to the former point of burst. Immediately after the detonation of the second shell, another AA gun of the emplacement near the Klappgraben was observed firing and the point of burst was very close to the point where the first two shells had detonated. After an interval of about 50 minutes, another four individual shells were fired, two each from the two emplacements mentioned above. This procedure was repeated after another interval of 50 minutes. The pin-point location of the AA gun emplacement in the northeastern section of the field could not be determined. 3
7. On 25, 28 and 31 October, the 4 alert MiG-15s were parked in one line from south to north just north of the small temporary building near the east end of the runway and 2 additional MiG-15s were parked southwest of the temporary building. These 6 aircraft were the only planes which were not covered with tarpaulins and camouflage nets. Two tank trucks were also parked near the temporary building.
8. On 2 November, the personnel at the field marched in small groups to the area of the destroyed hangar south of the southeastern curve of the circular taxiway. At about 2 p.m., groups of soldiers returned to their quarters. Around 3 p.m., about 500 EM wearing red-bordered black epaulets were observed in Stresemann Strasse in Neuruppin. 1

9.



SECRET

SECRET,

- 5 -



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25X1

1. Comment. Neuruppin airfield is still occupied by a fighter regiment. It was previously believed that the number of MiG-15s amounted to about 28. On 13 October 1953, a total of 36 MiG-15s which may represent the actual aircraft strength as some of the aircraft were probably always parked in the hangars. Air activity at the field included training flights by advanced pilots and practice flights with Po-2s and Yak-11s by young pilots.

25X1

25X1

2. Comment. As at other airfields in East Germany, an exchange of personnel occurred at Neuruppin airfield. Noteworthy is the fact that mention was made of flight personnel.

25X1

3. Comment. The AA gun emplacement near Klappgraben is located in the southwestern section of the field, while the pin-point location of the AA gun emplacement in the northeastern section of the field is unknown.

25X1

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